

10/570,815

1-13. (CANCELED)

14. (CURRENTLY AMENDED) A range-change transmission comprising:

an input shaft (4);

a gearshift sleeve (42), having radially outer teeth (48), being rotationally fixed to and axially slidable along an end of the input shaft (4) between at least first and second positions;

a first counter shaft (12) and a second counter shaft (14) each having a first gear wheel (8, 10) and a second gear wheel (16, 18) fixedly secured thereto;

a loose gear wheel (6), having radially inner teeth (44) and radially outer teeth, being rotationally supported by the input shaft (4);

[[the]] a drive output shaft (22) being coaxially aligned with [[an]] the input shaft (4), and the drive output shaft (22) having radially inner teeth (46) at an end located adjacent the input shaft (4);

an output gear wheel (20) being fixedly secured to the drive output shaft (22), and the output gear wheel (20) engages the second gear wheels (16, 18) of the first counter shaft (12) and the second counter shaft (14);

in the first position of the gearshift sleeve (42), the gearshift sleeve (42) being at least partially located between the input shaft (4) and the loose gear wheel (6) such that the radially outer teeth (48) of the gearshift sleeve (42) engage with the radially inner teeth (44) of the loose gear wheel (6) and the input shaft (4) drives the output shaft (22) via the first and the second counter shafts (12, 14);

in the second position of the gearshift sleeve (42), the radially outer teeth (48) of the gearshift sleeve (42) engage with the radially inner teeth (46) of the drive output shaft (22) so that the input shaft (4) directly drives the drive output shaft (22) via the gearshift sleeve (42); and

first and second pressure combs (50, 52, 54, 56), carried by opposite sides of the output gear wheel (20), maintain the output gear wheel (20) in axial alignment with the second gear wheels (16, 18) of the first and the second counter shafts (12, 14).

15. (CURRENTLY AMENDED) The ~~variable-speed gearbox range-change transmission~~ according to claim 14, wherein [[the]] third and fourth pressure combs (54, 56), carried by opposed sides of the loose gear wheel (6), maintain the loose

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